

**From:** [Duane Pearce](#)  
**To:** [flintj@dca.njoag.gov](mailto:flintj@dca.njoag.gov); [Don Onwiler](#)  
**Cc:** [Alison Wilkinson -MDA](#); [Ronald J. Prematta Sr -State Police](#)  
**Subject:** NCWM WIM 23.1 proposal NIST Handbook 44 Amendments, Weigh-In-Motion Systems Code  
**Date:** Friday, December 29, 2023 3:48:47 PM  
**Attachments:** [WIM-23\\_1-Attachment C-Support Letters-2022-11-15.pdf](#)

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Mr. Jason Flint,  
  
Chair,  
  
Specification and Tolerances (S&T) Committee

Mr. Flint,

Recently, it has come to my attention, a formal letter of support for the WIM 23.1 proposal was submitted by a former consultant with the Maryland Department of Transportation's (MDOT), State Highway Administration (SHA), Motor Carrier Division (MCD), to the National Conference on Weights and Measures (NCWM) in November 2022. (attached for perusal)

This letter of support was provided by MCD's former consultant and Innovative Technology Deployment (ITD) Program Manager, Manoj Pansare. Mr. Pansare submitted the letter independent of the knowledge or approval of proper vetting authorities in MDOT's SHA-MCD and may not accurately depict MDOT's or SHA-MCD's position on this matter.

As Chief of SHA's MCD, I apologize for any confusion this matter may have created and would like to take the opportunity to provide clarification on several topics addressed therein:

1. The letter in question was never distributed internally to the Administration for review or comment prior to submission to NCWM.
2. Contained in paragraph 3, there is reference to Maryland law enforcement officers being able to cite overweight violations for several years using the Virtual Weigh Station (VWS) program.

To provide clarification, the Maryland VWS program is currently used by enforcement officers for screening only. Weight enforcement is a result of the use of calibrated and certified evidentiary portable wheel load weighers or scale house static platform scales.

3. Since Maryland participation was requested by representatives of the WIM23.1 work group in 2017, the official role of the Motor Carrier Division has never changed, which is to provide collected VWS data from our sites to the work group for research purposes.

4. Mr. Pansare, as a consultant to the Motor Carrier Division of State Highway Administration, was not authorized to represent the Maryland Department of Transportation in the capacity projected, contrary to what the submission indicates.

Finally, Manoj Pansare is no longer employed by the Maryland State Highway Administration. It is therefore respectfully requested, the letter in question under current signatory, be recalled.

Should you have any questions or require additional information, feel free to contact me anytime.

Thank you in advance for your cooperation.



Duane Pearce

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11/15/2022

**2022 Letter Referenced in the Preceding Email**

To:

The National Conference on Weights and Measures

1135 M Street, Suite 110

Lincoln, Nebraska 68508

Attn: Chair, Specification and Tolerances (S&T) Committee

RE: NIST Handbook 44 Amendments, Weight-In-Motion Systems Code

Dear Mr. Glass:

We are writing to urge the National Conference on Weights and Measures, S&T committee to expeditiously update NIST Handbook 44 to meet the needs of the MDOT-SHA mandate to protect our infrastructure using the most up-to-date technology available.

The national roadway infrastructure, including bridges and pavements, continues to handle substantial daily truck traffic volumes. While trucks have been an integral part of the freight movement network in distributing goods and services to various communities, many trucks are often found to be overweight beyond FHWA legal load limits. Illegally overweight vehicles have been shown to be one of the primary causes of deterioration of aging pavement and bridges.

In Maryland, enforcement officers have been able to cite overweight vehicles over the past several years (since June 2009) using our Virtual Weigh Station (VWS) program, consisting of eighteen (18) VWS locations. Based on a comprehensive preventative maintenance and systems preservation strategy consisting of remote and local maintenance, and a calibration cycle every six (6) months, Maryland has been able to demonstrate consistent compliance of approximately 3.93%, well within the required 6% compliance requirement, at all our sites.

However, current overweight enforcement practices at our fixed weigh stations, along with using mobile enforcement units are not fully effective in substantially reducing the percentage of overweight vehicles. There is an opportunity with automated weight enforcement to not only deter overweight vehicles on the nation's infrastructure, but to automate the inspection tasks of enforcement officers, freeing them up so they can perform additional inspections for other safety issues related to Commercial Motor Vehicles.

With several states evidencing the proven accuracy of current Weigh In Motion (WIM) technology, the amendment of Section 2.25 to expand its screening provisions to include automated vehicle weight enforcement using WIM is both prudent and justified. This update would allow the United States to catch up with other countries globally that have successfully implemented and proved automated weight

Page Two

enforcement, including China (2004), the Czech Republic (2010), Russia (2013), Hungary (2016), France (in process) and Brazil (in process).

We hereby request that the committee take the necessary steps to update NIST Handbook 44 as quickly as possible.

Thank you again for your kind attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Manoj Pansare", with a long horizontal flourish extending to the right.

Manoj Pansare

ITD Systems Architect and Program Manager, MDOT-SHA

Office Of Traffic and Safety (OOTS), Motor Carrier Division (MCD)